

s.w.a.r.m.s.

South West Associated Radio Modelers Society

## Propwash

## November 2011

### From the President



Well the rescheduled long weekend has pasted and I am pleased to announce that SWARMS club have again excelled with the conducting of the annual Scale Rally. These events take a lot of dedicated time and effort to be successful and it is a credit to the members and their partners who actively participated to help achieve this outcome.

A busy bee conducted the weekend preceding the Scale Rally enabled a long list of tasks to be completed in preparation for the event. This was well attended with a good roll up of members which made the job easier and by midday the majority of tasks had been completed. Thank you to all the members who made the commitment to roll up and assist.

The Scale Rally commenced on Thursday evening for several visitor as they set up camp at the field in preparation for the weekend, by Friday morning most of the caravans and tents had been placed in position and some did not leave the area until Monday morning.

The social BBQ arranged for the Saturday evening was very well attended with in excess of 60 people enjoying the hospitality, good food and the fellowship throughout the evening.

The number of visitor from the general public seemed to be down a bit compared to last year, however, it was well publicised last year that the Spruce Goose would be flying which encouraged a lot of interest.

Overall a very good weekend was enjoyed by all of those who attended, a big thank you to the Ladies and the Gentlemen who worked in the canteen over the three days by providing lunch and refreshments and also to those who donated towards the catering.

The static display of Anthony's Cub and Rob's Catalina created some meaningful discussion during the day on Sunday.

### *Dates to Remember*

*25th December      Christmas Day*

### *From The Editor:*

It is sometimes hard to get enough interesting news articles to fill the newsletter every two months but with the Scale Rally and several other interesting building programs currently underway this edition should be easy to fill.

The Scale Rally long weekend was enjoyed by both pilots and partners who attended, this was very obvious by the discussion over heard during the day in the pits and the BBQ on the Saturday evening, everyone appeared to be having an enjoyable time.

There was a large variety of models on display, and flying, this year and several pilots who have been here before indicated that this it the best roll up that they had experienced.

The persistent winds over the weekend did deter some smaller models from flying and a couple of those that did get off the ground had the misfortune to suffer an unpleasant return. It was another successful Scale Rally thanks to the members and their partners for their contribution.

### *Remember !!*

All items / photos can be Emailed to me when ever they occur so they can be included in the next edition of the newsletter.

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The Government may be able to change the long weekend dates to suit their needs but it had little or no effect on the outcome of the Scale Rally which was an outstanding success. A little different from normal long weekends with the Friday being declared as the public holiday. It all started at the field a week prior to the long weekend with a large list of tasks to be completed in preparation for the event, due to the good attendance and response from members these tasks were all completed ahead of schedule.

The grounds look a picture as the first of the visitors arrived on the Thursday evening to set up their caravans and tents at the field and to settle in for the three days of flying. On Friday the weather was fine but a steady wind buffeted the field, this did not deter the big plane from flying, however, the pilots with the smaller planes were content to observe and talk about things to come.

Pilots represented the following clubs, DAMS, KAMS, Manjimup, Wanneroo, LAKES Warmbrough, WARMS and of course several members from the host club flew over the weekend.

There was a large variety of planes assembled in the pits and on the Saturday we saw a lot more arrive but the wind that effected the flying on the Friday was still around and made it a little unpleasant during the morning. The big boys were still enjoying their time in the sky and it made it interesting for the members of the public who were filtering through for a look.

The canteen was now in full swing and those behind the counter were kept busy as the visitors were lining up for a bite to eat selecting from the alarcart he menu. Adrian Byrne was seen walking through the pits with a configuration of planes, four in total, all linked in formation with aluminum rods which started people talking about what a strange set up this was.

Not only did it look effective on the ground, once in the sky it gave a very impressive display of formation flying being launched from a platform of PCV pipes. Flying continued into the afternoon with a couple of serious mishaps causing terminal damage to a couple of unfortunate pilots. Neil Giggins assembles his turbine jet which created a lot of interest around the pits and placed it on the starting line ready for a flight.

It sounded and flew very well until on final approach from the west when it went into a wig tip stall and it slipped out of the sky causing minor structural damage and the retracts were folded back under the plane, due the damage it sustained in this incident it did not fly again during the weekend.

As the sun set in the west the BBQ's were ignited and the aroma of food filtered around the field alerting people of the pending banquet that was about to commence, when the meat was ready a long line was formed from the club-room door back out onto the grassed area as people waited patiently for a taste of Anthony's delicious steaks. For a short period of time a hush fell over the field as the food was demolished from the plates, with mouths full of suburb food it was near on impossible to talk. Then the sweets were served, it was very obvious that the calories count was not included in this long weekend plan as a nice selection was served up and did not last long.

Sunday saw another nice day bless the South West, but yes you guessed it, that wind was still around and this did deter some who had spent the weekend at the field from flying during the morning and they departed early for the trip home. On the Sunday Scott gave an impressive flying display with his large model during the lunch time session which the crowd appreciated. We saw flashes of brilliance with his flying skill and flashes of light from his plane as he passed the pit area with the sun reflecting from the decals on the plane.

Anthony had his "BIG" Cub on static display and this was certainly a talking point amongst the many visitors who observed it, it is yet to be certified which is a bit of a problem as there is no extra large model inspectors in WA but AWA are working towards rectifying this.

Woody had arrived with his Catalina which he assembled for a static display, he also did a couple of taxi runs down the strip to demonstrate the plane in motion. It could not be flown as it is yet to be certified by an extra large model inspector and a person certified to fly it.

As the day progressed the wind persisted but there were still a few pilots who were enjoying a fly around and conditions did not seem to deter them. Pilots commenced packing up mid afternoon in readiness for the trip home and on departure indicated that their weekend was very enjoyable.



Sunday 26th August was certainly good weather for flying, however, there was a series of incidents that occurred which terminated several planes as a result.

Bernie had set up his Skywalker and went for a fly only to go dead stick but he was able to successfully land. He checked out the plane and commenced preparation for another flight, motor started taxied out and take off.

The further the plane got away from the ground the worse it was responding to the radio signals until the unthinkable happened, it fell out of the sky. On investigation it was found that the accident could have been avoided had the transmitter aerial been extended prior to take off.

***Damage sustained to the plane as a results of uncontrolled landing.***



***Pilot seen here looking at the R-Send of his plane, only part to escape substantial damage.***



Scott was observed in the pits securing the nose and motor back on his foam electric funfly a little later in the morning, the good thing about these planes is that if you have a bit of glue in your flight box you can be back in the air in no time at all, this was the case here and he was flying again a short time later.



Roger Venn arrived with a new Boomerang 60 for set up and test flight, after the normal ground checks proved satisfactory the motor was started for maiden flight. The test flight was conducted by yours truly and with only a few minor adjustments required to have the plane flying strait and level it was landed for check and refuel.

The second flight was with the buddy radio attached and take off was normal, after a short time in the air with Roger having a fly to get a feel of his new plane it was turned around for a landing approach. With throttle set below half the final turn, slight bank to the right was executed when a loud bang was heard and the left wing exploded and parted company with the plane.

Throttle backed off and the fuselage headed towards the ground in what appeared to be a very slow decent with elevators fully extended for upward flight, the fuselage landed about 30 metres away from where the left wing landed.

On investigation Roger found that the webbing along the main spar had not been fitted to the left wing, four sections of webbing had not been glued to the centre of the main section of the wing and it had broken away from the balsa covered centre sheeting area.

When you purchase ARF planes all these mistakes are covered up and it is only when it all fails that they come to the surface.

The good thing it was a warranty claim due to poor workmanship and a new Boomerang was issued.

The busy bee conducted the weekend preceding the Scale Rally seen a good turn out of members and there was a lot of activities that were observed during the morning.

*Grahame not too sure what to do with this, use it or lean on it.*



IMG\_0069.JPG

*Ian came down in the tractor with the slasher unit attached and made short work of the long grass at the entrance area in readiness for the campers.*



IMG\_0065.JPG

*Maybe this unit it a bit big for the front lawn at home but it was ideal for this task.*



IMG\_0065.JPG

A very enjoyable sausage sizzle was provided for the weary workers at the end of the morning, not all who attended can be seen here as several were still completing their tasks.



*The aroma of the sausages and onion have enticed a few more here.*



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*In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favorite."*

*Comment made by the pilot during his welcome message onboard:*

*"Kulula Airlines is pleased to announce that we have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"*

You may recall an article in the last edition in relation to a certain member requesting a partial refund on his membership due to the fact that he was not using the runways very often when he lands, it would appear that his request has not been approved.

This Sunday he goes to extremes to convince the committee that he is certainly worthy of some refund, he completely missed the field and performed a perfect landing in the tree at the southern end on the field without causing any damage to his plane as a result.

He did have a concerned look on his face when he could not find a ladder in the shed to retrieve his plane so it was climb the tree and pass it down, this is the longest flight Troy has performed since he went solo, his plane was in the air around 40 minutes before finally returning to the pits.

*The plane lodged firmly in the upper part of the tree.*



*The plane is set up for a perfect landing, however, the ground is some two metres below.*



*I can't reach it where is the ladder.*

What I like about Troy is that he is persistent because the next week he landed the same plane in the same tree, however, this time he did some minor damage to the tail plane.

*A variety of smaller models parked in line inside the pits, not all of these flew during the weekend.*



*A lot of discussion taking place here, not sure if it about the planes or the wind.*



You may have seen this Bi-Plane sitting in the shed for a period of time waiting for someone to give it a good home, well it has happened.

Anthony placed it into his trailer and took it home, he fitted a 15cc petrol motor fitted out the radio gear and it came back to the field for a test flight.

Anthony was very impressed with it's performance it sounded good in the air and performed beyond expectations as it circled the field, I would say we will see a lot more of it in the future. Goes to prove that one man's trash is another man's treasure



Looking at the average age group within the club it would be safe to say that you would have all heard of "Knight Rider" a very popular TV series just a few years ago.

Well, we now have "Knight Flyer" at the club, Anthony placed LED lights on his electric vortex and recently flew it at night over the field.

He indicated that it was not as easy as it looked as it was hard to maintain orientation of the plane but he did get it back on the ground in one piece which was the main objective of the flight.

***The plane with all lights glowing prior to it's first night mission***



***Anthony about to enter the flight line to conduct the flight, at this moment he was probably pondering over whether this is a good idea or not.***



***The same plane seen here several weeks later, without the lights.***



This incident occurred during a flight on the Friday of the Scale Rally weekend, landed in a tree, the only positive to come out of this was there was no damage sustained to the prop or the motor. There are some advantages for pusher props as they are fitted at the rear of the aircraft.

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***Overheard on a Kulula flight into Cape Town , on a particularly windy and bumpy day: During the final approach, the Captain really had to fight it. After an extremely hard landing, the Flight Attendant said,***

***"Ladies and Gentlemen, welcome to The Mother City. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"***

*Scale Rally 2011 photos*

*This unique set up named Diamond 4 built and owned by Adrian Byrne from Wanneroo club, 4 planes linked together, looked a very unusual set up in the pits and those present were eager to see it fly, and when it did it was quiet spectacular in the air.*

*It was launched from a PVC pipe frame, the leading plane had the motor fitted, the left and right of the second two planes operated the ailerons and the rear plane operated the elevator. and flew very well.*



*Anyone who did not see it prior to take off would have been amazed at this precision formation flying.*



*"Welcome aboard Kulula 271 to Port Elizabeth . To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."*

*Les Fenn presented this very detailed scale PC9 which made a very interesting static display in the pits, 2nd flight Training School Pierce Airbase WA. Scratch built, fiberglass fuselage, foam core wings, Retracts and Flaps powered by OS91 motor however, it was involved in an unfortunate incident later in the day which may have been terminal.*



*I did hear that both Pilots survived the incident.*



**Talk about "BIG" boys toys !!**

*Anthony's cub was on display and impressed those who viewed it, I am sure he will be eager to get it certified and up there flying.*

*Wingspan 180" - 15ft, Engine DLE 222c 4 cylinder, prop size 34 x 12, Length 142" and fitted with 8.5" wheels.*



*The two 30cc DL motors were fired up and it is seen here doing a taxi run along the strip, looks very impressive.*



*Woody's latest project, Catalina, arrived at the field on the Sunday for a static display. It cannot be flown until it is certified as an extra large model.*

*The full size has a span of 108ft, the models span is 14ft (4.2m), length is 8ft6 (2.6m). This is about 1\8 scale, it weighs about 24kgs. Engines are 2--DLE's 30cc petrol driving 19\8 props. She has air operated retracts & wingtip floats, all purpose made. To operate all this she needs 12 servos, 2 battery packs thru a power board using an 8 channel transmitter.*

*The wings are foam sheeted in balsa & light fibreglass cloth. there is much more work in the Cat than the Goose. The fuse is much more complex with the turrets & wing pylon, also the retracts & wing floats are a work of art .*



*Some of the large number of models on display over the weekend.*



*The model below impressed the crowd with an awesome display of slow flying through out the day, it is powered by a petrol 4 stroke engine and at times it was not possible to hear the engine running it was very quiet*



*I feel like my body has gotten totally out of shape, So I got my doctor's permission to Join a fitness club and start exercising. I decided to take an aerobics class for seniors. I bent, twisted, gyrated, jumped up and down, and perspired for an hour But, By the time I got my leotards on,*

*The class was over !!.*

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*Scott observed doing some tuning on one of his products, 30cc DLE engine fitted into Lachlan's plane.*



*On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."*

*Clint on the start line preparing for another flight with his scale warbird..*



The social side of the weekend was an enjoyable experience for all who attended the BBQ Saturday evening it enabled visitors and friend to mingle and socialize, the meal and the sweets were also enjoyable

Pre-dinner drinks and a chat prior to the meal being served.



The serving line forming to get their meal.



The serving line getting longer.



Ian John & Scott enjoying their meal.



Not much talking going on here but a lot of eating.



Sun sets in the west as the lights take effect.



This is certainly a nice meal.



Brian & family were kept in the dark all



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*Ian Johnson from KAMS, Corsair, which flew well through out the day take off.*



*Was not such a good out come for this Corsair, it came down rather hard and the outcome was certainly terminal damage. Pieces were retrieved from the crash site and returned to the pits in small pieces.*



*The fuselage was fiberglass and did not break up too much, however, the front section sustained serious damage.*



*Dave McNair from DAMS flew this well presented scale Spitfire 120. It was very scale like as it slipped around the sky over the field.*



*I have no details on the Tri-Plane pictured here but it was a well constructed scale model with very detailed pilot and gun set up.*



*The pilot means business here with his detailed guns.*



*Tips from Dodge*

Convert lbs to kgs and inches to cms for down under. I have simplified it a bit though.

This method is how I go about checking CG on a plane that weighs too much to put on a CG machine. This is generally the same way full scale planes are balanced as you can't go lifting a 747 by your fingers!

First, have the plane assembled as RTF, but minus fuel. Find a place where you can put the nose of the plane up against a wall. Take a level and prop up the tail wheel until the fuselage is sitting level.

Once the plane is sitting level, place masking tape under the area where the main wheels are touching the surface and draw a line where the wheels contact the tape.

Make an index mark where the center of the tailwheel falls in the same manner. What you are looking for at this point is the distance to each wheel marking from the tip of the spinner (which should be touching the wall at this point).

I use a long straightedge to get the distances

As an example, let's say you come up with these numbers:

LH main – 22"

RH main – 22"

Tailwheel – 70"

Now, place a scale under each wheel individually. You will have to re-adjust the height of the other wheels each time to keep the plane sitting level.

Let's say you come up with these numbers

LH main – 9 lbs

RH main – 9 lbs

Tailwheel – 5 lbs

Now its just a simple math problem to find where the CG sits right now on the plane.

Weight x ARM (distance) = Moment  
 $22 \times 9 = 198$  in-lbs  
 $22 \times 9 = 198$  in-lbs  
 $70 \times 5 = 350$  in-lbs

Now add the total of all the moments and the total of all the weights.  
 Weights  $9 + 9 + 5 = 23$  lbs  
 moments  $198 + 198 + 350 = 746$

Then divide the total moments by the total weights.  
 $746$  divided by  $23 = 32.43$

That number 32.43 is "in inches" how far back from the tip of the spinner to where the plane balances right now.

Check this mark against the recommended C of G setting to see if you need add weights/readjust battery positions etc.

It may sound confusing and a lot of work but it really only takes about ten minutes to do it.

Paul Dodge

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When all else fails with your calculations, place a finger either side of the fuselage at the recommended distance from the leading edge of the wing and see how it sits !!

Overheard Niel Giggins explaining this method to Woody on Sunday when talking about how to get the correct C of G, I could see by the look on his face that it did not really register with him.

Coincidental that Paul had already forwarded this to me last month for inclusion in this edition. This might make it a bit clearer for you to follow Woody.



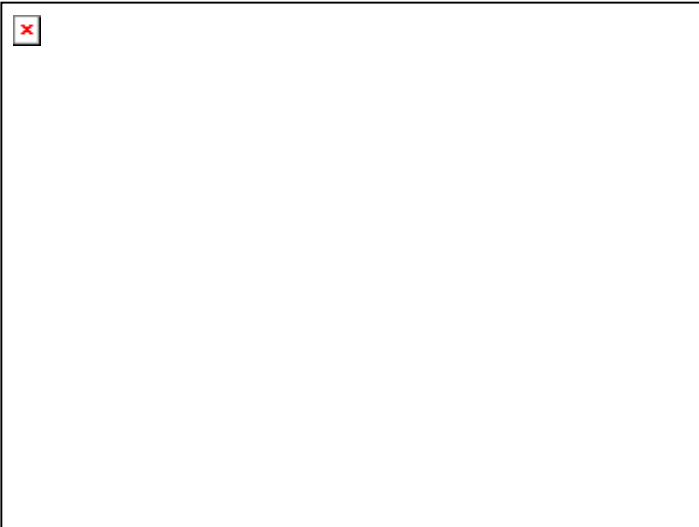
*Part of a flight attendant's arrival announcement:*

*"We'd like to thank you folks for flying with us today.. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of ?????? Airways. "*

*The damage sustained to the turbine jet with landing mishap.*



Danny's P 47 Thunderbolt powered by a 30cc DLE engine.



Clint's P47 Thunderbolt (I think that's what it is) parked out of the sun waiting for a fly. It flies very scale like it is on rails or is that the skill of the pilot.



The public car park was full to capacity most of the weekend.



## BUTTERCUPS AND GOLF BALLS

*Towards the end of a round of golf, Dave hit his ball into the woods and found it in a patch of pretty, yellow buttercups.*

*Trying to get his ball back in play, he ended up thrashing just about every buttercup in the patch.*

*All of a sudden? POOF!!*

*In a flash and puff of smoke, a little old woman appeared.*

*She said, 'I'm Mother Nature! Do you know how long it took me to make those buttercups? Just for doing what you have done, you won't have any butter for your popcorn for the rest of your life... better still, you won't have any butter for your toast for the rest of your life.... As a matter of fact, you'll never have any butter for anything for the rest of your life!!!'*

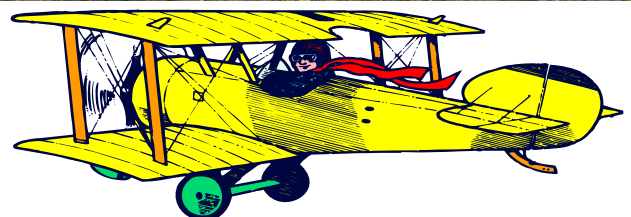
*Then POOF!... she was gone!*

*After Dave recovered from the shock, he hollered for his friend, 'Fred, where are you?'*

*Fred yells back 'I'm over here in the pussy willows.'*

*Dave shouts back, 'DON'T SWING, Fred! DON'T SWING!!!!*

*1/3 Scale Fly Baby Bi-plane flown by Adrian Byrne Wanneroo club.*



*Catch you when we fly into the next edition !!*